

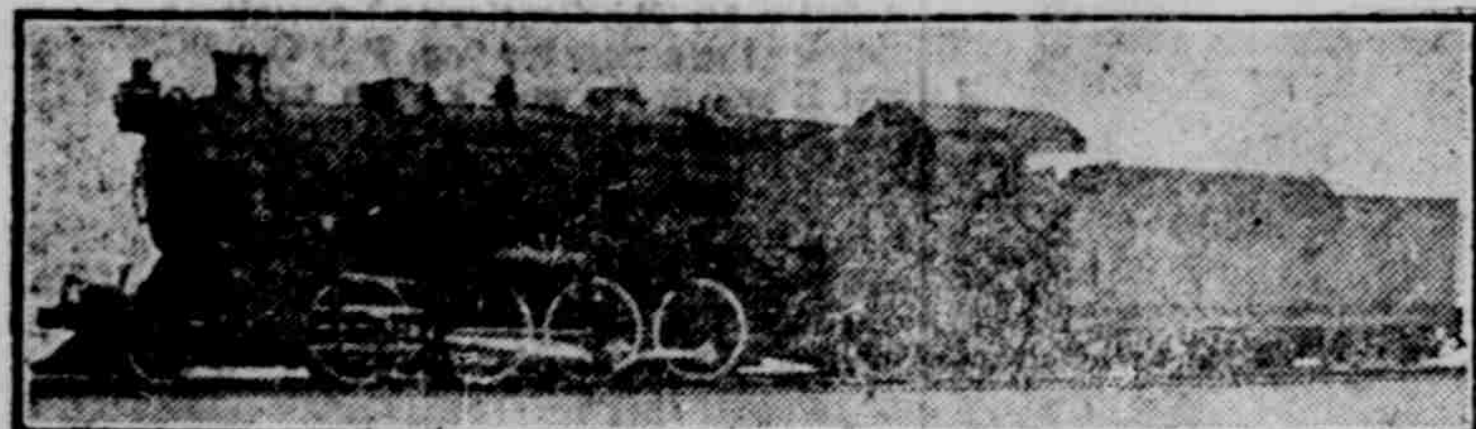
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Cheap Transportation Has Built National Prosperity



This is a big American freight engine. It is an achievement of AMERICAN INVENTIVE GENIUS. It is built to HAUL LONG TRAINS loaded with the products of American industry from the mines, farms, mills and factories to the markets of the country, and to the seaboard for shipment across the seas. In all the wonderful history of American industrial progress NO PIECE OF MACHINERY HAS PERFORMED SUCH SERVICE AS THE BIG FREIGHT LOCOMOTIVE.

Freight is carried on our railroads at the LOWEST RATES IN THE WORLD, while we pay our railroad workers the HIGHEST WAGES IN THE WORLD. A TON OF FREIGHT IN THE EAST IS CARRIED THREE MILES FOR THE COST OF A TWO-CENT POSTAGE STAMP.

Cheap transportation is one of the biggest builders of our prosperity. The big freight engine with its enormous tractive power, the big steel freight car with its great carrying capacity, and the heavy rails and rock-ballasted roadbed to support the weight of the great engines and heavy trains—these are the achievements of American industrial genius which have given us low freight rates and broad markets, and have enabled us to put our products in the markets of the world in competition with foreign manufacturers.

But now come well-meaning but short-sighted leaders of American railroad workers who say to the railroad managers:

"SHORTEN YOUR FREIGHT TRAINS so that the enginemen and trainmen can haul the tonnage faster over the roads, and so make as many miles pay in eight hours as they now do in ten hours."

To the State Legislatures these same spokesmen for the railroad workers say:

"Pass laws LIMITING THE LENGTH OF FREIGHT TRAINS—we oppose big tonnage trains."

To the Farmers, Manufacturers, and Merchants they say:

"With shorter freight trains railroads can move your products faster to the markets."

To the American Public that pays every dollar of the railroad bill (and 44 cents of every dollar paid for transportation is for wages), they say:

"All that the railroads have to do to meet our demands for higher wages is to shorten their trains, move the freight more rapidly and escape the penalty of overtime wages."

What would be the result of taking these leaders of the 350,000 train employees at their word—shorten freight trains so that they can be run at higher speed?

Increasing the number of trains to handle the same tonnage would call for more employees to do the same work, more tracks, larger yards and terminals, more supervision, and it is plain that there would be more congestion of traffic and greater hazards in train operation. Hundreds of millions a year would have to be spent by the railroads to increase their facilities and to operate the bigger plant.

IT WOULD BE ASKED TO USING HAND SHOVELS INSTEAD OF FIVE-TON STEAM DREDGES TO DIG A PANAMA CANAL.

American railroads have spent enormous amounts in reducing grades, cutting down mountains and filling up valleys; in increasing the hauling power of locomotives and the carrying capacity of cars; in putting down rock ballast and heavy rails—all for one purpose, to lower the cost of operation.

It is the public that has reaped the benefit—in better and cheaper railroad service.

If the railroads moved their tonnage in shorter trains at higher speeds, the public, it is seen, would have to shoulder a great burden in the increased cost of transportation.

Would the public get value received for its money?

Of the tonnage on the roads east of Chicago 93 per cent. consists of coal, coke, ores, stone and other mine products. To the public it is of no consequence whether this freight is a few hours longer on the road, so long as there is a continuous and regular stream of it coming to the markets.

FOUR-FIFTHS OF ALL THE TONNAGE MOVING IN THE EAST IS MADE UP OF LOW GRADE, SLOW MOVING FREIGHT, CARRIED AT THE LOWEST RATES IN THE WORLD.

To abandon the big freight trains on American railroads in order to increase the speed at which the bulk of the trade moves, and thereby enable the train employees to earn higher wages in shorter hours, would place a great burden on American industry without giving the public any tangible benefit.

BANDS AND SOLOISTS AT INDIANA FAIR



Katherine Hoch, Soprano.
John C. Weber, Conductor.

John W. Dodd, Ballad Singer
Viria Ethella, Soprano.

Four large concert bands will give the musical features at the Indiana state fair the week of Sept. 4. John C. Weber's band, for years a strong favorite with fair visitors, will have two singing soloists. One is Katherine Hoch, soprano, from the Metropolitan and the Hammerstein's opera companies of New York, and the other is John W. Dodd, famous as an Irish ballad singer. The singer with the Indianapolis Military band will be Viria Ethella, one of the most gifted sopranos that has been heard in the largest picture theatres of the west. Another band will be the Wallace Ewing Zouave organization, whose flashy music will be in keeping with its brilliant uniforms. Its singer will be Miss Huntley, a gifted soprano. The Indianapolis News Newsboys' band will also spend the week at the Indiana fair.

SPECIAL ATTRACTIONS AT INDIANA STATE FAIR

Indianapolis, Sept. 4-8, 1916.

CENTENNIAL PAGEANT—Brilliant night spectacle reviewing the history of Indiana, showing the battles of Vincennes and Tippecanoe, Indian and pioneer settlers' life, Morgan's raid and other historic episodes, ending with a magnificent display of fireworks, under the personal supervision of J. Saunders Gordon, president of North American Fireworks Co., St. Louis.

CENTENNIAL FIREWORKS—The richest displays, filled with the patriotic and civic spirit of the time, that will be seen in Indiana this year. The fireworks program follows the Centennial night pageant.

AUTOMOBILE SHOW—Great fall exposition of 1917 models, under auspices of Indianapolis Automobile Trade Association. Exhibits of everything that is new in touring cars, roadsters and accessories.

HANKINSON'S AUTO POLO—First time this new thriller has been shown in Indiana. Polo played with motor cars instead of ponies makes the most thrilling of outdoor sports.

HARNESS RACES—The state fair's usual high quality program of trotting and pacing events every afternoon.

CONCERT BANDS—Weber's Prize Band of America, Ewing's Zouave Band, flashy in its music and uniforms; Indianapolis Military, and the Indianapolis Newsboys Band. Numerous singing and instrumental soloists.

DARE-DEVIL DE CARNO—Performs dangerous, hair-raising feats on an unsupported steel pole 110 feet high.

ROBINSON'S ELEPHANTS—Astonishing tricks in acrobatic and dancing by the best trained herd in existence.

SEVEN BRACKS—Performing seemingly impossible acrobatic somersaults and other difficult feats.

JAPANESE TROUPE—A wonderful display of contortions, hand balancing and novel feats of hand and arm strength.

FLORIDA TROUBADOURS—Harmony and jubilee singers in old folk and ragtime songs.

SIX CORNELLAS—America's greatest catapult acrobats and ground tumblers.

FOUR CASTERS—In hand-to-hand casting, double and triple somersaulting, looping the loop, on aerial apparatus.

CLAYTON'S CIRCUS—A medley of mirth by monkeys, dogs and ponies, featuring "The Howl Maw!" the funniest of all the trick mules.

PARKER'S GREATEST SHOWS—The State Fair's Midway will abound in good carnival attractions of the wholesome kind.

NEW GHOST ROLLER COASTER—Thrilling rides of the public on an immense aerial course. First time at the state fair.

ZOUAVE BAND AT STATE FAIR



Ewing's Zouave band, the flashiest musical organization in the country, will be a musical feature of the Indiana State Fair the week of Sept. 4. It is nationally known for its stirring music and brilliant uniforms and will give continuous concerts morning and afternoon during the fair.

HE WANTED IT REALISTIC

Tolstoi Knew How a Man Ought to Act After Being Kicked Downstairs.

Some old anecdotes are told of Count Tolstoi. Once, when one of his plays was being rehearsed at a theater, he was invited to be present. His religion did not prevent him from accepting the invitation, but he went to the theater as he went to his work—dressed as a peasant. It was a small company of the very select, and the doorkeeper was careful to admit only the proper persons. When, therefore, a shabby-looking peasant appeared in the entrance hall he ordered the man in peremptory tones to get as far away as he could in as little time as possible. As the peasant showed no immediate signs of obeying, the doorkeeper seized him and threw him down the steps.

"My name's Tolstoi," the peasant said when he had picked himself up again.

The doorkeeper, when he could find words to express his amazement, was profound in his apologies. There happened to be in the play an incident of a similar kind, and at the close of the performance, in a little speech he was called upon to make, the count complained that the actor did not make the most of this incident.

"I know exactly what I am talking about," he said, "for I've just been thrown downstairs myself."

SOCIAL INFLICTIONS.

I have seen men who neigh like a horse when you contradict them or say something they do not understand; then the overbold, who make their own invitation to your hearth; the persevering talker, who gives you his society in large, saturating doses; the pitiless of themselves—a perilous class; the frivolous Azmodeus, who relies on you to find him in ropes of sand to twist; the monotonous; in short, every stripe of absurdity—these are social inflictions which the magistrate cannot cure or defend you from, and which must be intrusted to the restraining force of custom, and proverbs and familiar rules of behavior impressed on young people in their school days.

YOUTHFUL TAFT IS MODEST

Youngest Son of the President Evidently Has No Wish to Shine in Reflected Glory.

President Taft tells a story about Charley, his youngest son, which illustrates the fact that he is a real American boy and gives his father a little pardonable pride. Charley is just in long trousers and home from school for the holidays. He shirks none of the responsibilities of being the son of a president, but does not seek the limelight.

Charley was a guest at a party of girls and boys of his own age, and had been seated at table beside a little miss who failed to catch his name and did not recognize him. They became sufficiently interested in each other to make her wish to know his name.

"What is your name?" she pounded frankly.

"Charley," was the somewhat limited information which she received.

This satisfied the little girl for a time, but Charley is a winsome boy and her interest grew. So she pursued the inquiry further by asking:

"Where do you live?"

"On Pennsylvania avenue," was the answer to this. It was true, for the White House is located on this thoroughfare.

"What does your father do?" pursued the young lady in a further attempt to place her escort, to which Charley naively replied:

"Oh, he has a political position here in Washington."

It was from her hostess that the young lady finally learned that she had been sitting with the son of the president.

HAVE REASON TO BE PROUD

Achievements of the American People Afford View of Unbroken Line of Progress.

During the past 25 years 100,000 miles of railroads have been built, requiring an expenditure of not less than \$200,000,000 for labor and material. We are both producers and consumers. While our population is only a little over five per cent. of the population of the world, we produce 20 per cent. of the wheat, 40 per cent. of the iron and steel, 53 per cent. of the copper, 70 per cent. of the cotton and 80 per cent. of the corn of the world. Furthermore, with inconceivable rapidity, machinery has taken the place of human toil, and incidentally millions of slaves have been set free. The same triumphant progress has unvaryingly characterized every phase of human endeavor on the American continent. Civil and religious liberty is a natural condition as well as an attitude of mind. The story of agriculture, of manufacturing, of mining, of the arts and sciences, demonstrates the unbroken progress and uplift of the whole people. Finally, the health and well-being of the toiling masses have become, with constantly increasing earnestness of endeavor, the individual and collective purpose of the nation. And above all, the democratic idea, through good and evil report, has encouraged the personal work and character of the individual citizen. It has always believed that competition which encourages skill should remain paramount. It has always gloried in this personal competitive type as the ideal and preserver of democratic traditions.—James O. Fagan, in the Atlantic.

IS HUMAN VACUUM CLEANER

Amanda's Economies in Line of Good Housekeeping Have a Screw Loose.

Long before the introduction of the vacuum cleaner Amanda had achieved by sheer persistence of arm, the energetic wielding of broom and brush, the precise results accomplished by this excellent invention. Her husband whimsically complains that the house is always in process of renovation and seldom is a condition which can be considered comfortable and livable, but he is a mere man and little can be expected of him. Of course, Amanda is ill from time to time, usually as the result of doing more than she ought. She has headaches, backaches and nerves that are on edge. Her sons slip out of the house in the evening because they prefer to be where they are not reproved if they draw a chair from its place or leave a newspaper on the floor. Her daughters enjoy visiting much more than staying at home, and her maid seldom remains longer than a week or two. She had nineteen successive maids in a single season. Somehow Amanda's economies in the line of good housekeeping have a screw loose. She observed one day that she sympathized with the women who liked to have her house perfectly ordered and who then wished that she could take her family and live in the barn so that the house need not be disturbed.—Margaret E. Sangster, in Christian Herald.

600 BULLETS PER MINUTE

The recently invented Benet-Mercier gun combines the rapidity of fire, range and effectiveness of a machine gun with the lightness and action of a magazine rifle. The gun is fired from a rest and held against the shoulder of its operator, who can either fire from a sitting position or lying prone. The regulation cartridge is used in clips that hold 50. A good rifleman can discharge from 300 to 500 shots per minute, if assisted in feeding by a man to fill the clips. The gun is at present undergoing a series of tests by army officers, with a view to its adoption by the government.—Popular Mechanics.

Time, Not Space.
Mrs. Frink was a trusting soul and rarely questioned the opinions of others about matters concerning which they were supposed to be informed. One day she came home with a new pair of shoes under her arm. "Got them at Bride's," she explained, "and they're the best I ever bought you."
"What is so very good about them?" inquired her son, for whom the shoes were intended.
"Why, the salesman said that you could walk farther in them than in any, others without getting tired, and I said that you couldn't walk very far just now on account of your knee, you know, and he said that he meant farther for the same distance. So I bought them, and here they are. Save the string, please."
She did not notice the smile on her son's face as he unfolded the package, and he was spared the trouble of explaining.—Youth's Companion.



A measuring worm went out one day to measure a bit of ground. He measured a short for a big little boy. And the big little boy said: "Good!"